

A CHINESE contractor, who was fined \$20

out day for rolling, boulders down on public road at Mount Kelleff, had the fine inflicted on him by Mr Pollock to for continuing his dangerous practice.

Tan Anglo-Asiatic Syndicate (Limited) are registered by Michael Abrahamson, and Co., with a capital of £15,000, 21, Abchurch Lane, London, E.C. 4. The object is to acquire for that or any other purpose, to examine, prospect, and explore, quarries, and mines, minerals, ores, mining, or other rights claims in Asia or other parts of the world to examine, investigate, and secure titles thereto.

So far this season the raw silk trade is by the Shogy Shogun to have been exceptionally prosperous here, and sales and quotations showing an advance on previous years. Last year the arrival of this new season's silk in the Yokohama

T'ze case against Sergeant Willis, of Singapore Police Force, who was charged Acting Police Officer Cusack with neglect of duty in allowing a prisoner escape on the 30th July last, was finally heard this morn.

The Magistrate, after hearing any evidence for the defence, charged the defendant, remarking that Sergeant Willis had arrested the man for without a warrant he would have omitted an illegal act.

His Excellency the French Admiral, de la Jaille, is now in Peking staying at the French Legation. His Excellency, being, of course, entertained by the diplomatic body in town, and at the dinner at Russian Legation it was remarked that nationalities save French and Russian and the German, the German is a very admirable postprandial speaker.

His Excellency is a strong point with French officers also. The compliments exchanged would have been worth hearing, on such a favourable occasion for developing the of an alliance, the *K'ang* on which two bed-fellows at present rest.

Chinese Times.

It has already been reported that

A PARLIAMENTARY future has been insured for all breech-loading iron and steel gun barrels manufactured either at Woolwich or by private firms (British) which have been damaged after delivery for service. It is stated that guns have burst or blown out, and rendered the breech-piece useless, and that no case has erosion occurred to such an extent as to render the guns useless. From Dec. 31, 1885, to March 15, 1888, 11 cases of erosion occurred, rendering reworking necessary. The number of rounds fired prior to such damage ranged from 100 to 1,000, and the guns were of various calibres and other causes and required rubbing or rifling. Except one made at Elswick, all the guns were manufactured at the Royal Gun Factory.

The very heavy losses made on all but the best descriptions of tea brought by the Chinese have had a paralyzing effect upon the China markets, and it would be difficult to find any other market for the

will be a very dragging one in China, and the stock held in the North is for the most part good; but the prices asked are far in advance of those ruling in England. The only demand for England are a few favoured ones of the best class, and these do not even pound of this class will be wanted as time goes on. Since the opening of the Poochoo market (which took place on the 4th inst.) there seems to have been a falling off in the demand for the Straits, as English buyers cannot be expected to give the prices asked.—*London and Ch. Express, July 12.*

There was only one Snowden; the auction pointed out, and the bids slowly crept upwards to £4,000, and later reached £5,000. Finally Snowden, with her minerals, slate quarries, her fishing rights, and 1,500 acres was knocked down at £7,575. Mr Perks, of Lombard-street, who said was buying for a client.

find the masts and a little of the lumber above water, but the force of the nears snapped the vessel in two, in the center and the forward and after parts thus lay at an angle hopelessly broken up. The vessel was in fact a hulk, and it was said, as she lies in a shallow bay, that the vessels entering and leaving the harbor. There is a large quantity of space on board being taken out, it is said, to pay 2,000,000 in Tongkin, amounting altogether 2,000,000 francs to save which an effort sure to be made.

A FINANCIAL contemporary writes follows:—Occasionally the more honest financiers of a country are the worst of the quotations of its securities. For instance, Japan pays off its debt so rapidly that in a few years it will be extinguished altogether. The Japanese Government bonds only command a discount of seven per cent. The Japanese debt is almost the market. The Japanese debt is almost very quickly. In 1878 the entire liability of the State, including the paper currency, were 3754 millions of yen, which may be taken as £1,600,000, and in ten years they were reduced to 307 millions, or £1,400,000. The debt of the United States, 49 millions sterling, and Italy £1,300,000 is held outside Japan. The debt has no special security, the general revenues of the State being its sole guarantee. The budget of Japan balance almost exactly with an annual revenue of

Tax Kwangchi is now, as we learn from the Chinese Times, running under the auspices of the Chinese Government, and the service for which she was originally designed, from Chong-chow along the coast of Shantung westward, the ports of call being Tientsin, Chong-chow (41 miles), Lung-kou (71 miles), the chief terminus port, Tientsin (107 miles), the port for Loo-chow and the Ping-tin gold mines, and Hsiao-yuen (124 miles), where strawbraid and hides are shipped. This is the limit of the voyage—all the distance being from Chong-chow and the round trip is made, including stoppages and the steamer not running at night, in 43 days. The depth of water in the different anchorages varies from 7 to 11 feet. Hsiao-yuen is said to be a very promising port, but the anchorage is bad, the nearest shelter being under the island of Payung, some 8 miles off.

The Borneo S. S. Co.'s steamer *Palmira* now in port, and the *Strait Times* has brought 29 bales of tobacco from the Segoman Estate of the Tobacco Company of British North Borneo, of which Mr. George Stephens is Manager. This first crop has been grown by a mere handful of coolies amidst the usual difficulties of the tropics, and the result promises very well for the future of this plantation, where tobacco is now being grown on a large scale. The *Palmira* during the two previous voyages brought up about 600 bales from the same estate, and the success of North Borneo planters, and to whom the country owes a great deal. The *Demeter*, of the same line, also brought up 60 bales from another estate, and further shipments have been made by the *Demeter* and the *Demeter* of the same line. The prospects of nearly all the estates are most encouraging, and the initial difficulties having been fairly well overcome by this time, it may be reasonably expected that the different plantations will now make rapid progress.

An interesting point has just been decided in the Court of Appeal in the case of the ship *Calypso*, which was chartered, proceeded with a cargo to Newport, Mo., and delivered where and as directed by the consignees, the Tredegar Iron and Coal Company (Limited). Accordingly she was loaded, and arrived off the Alexandria Wharf at Newport. There was not enough water for her to proceed further, up the river, but she was ordered to go to the Tredegar Wharf. It was endeavored to get her close to the wharf, but her stern stuck on a mudbank, and as the tide ebbed she settled down and broke her keel. For this the present cargo was lost, and the company her owners. Their lordships, in giving judgment, said there was nothing more dangerous to a vessel which was about to take the ground than a ridge with depressions on either side. Under these circumstances it was the duty of the defendants not to allow the mud to accumulate in this way. There was no want of reasonable care on the part of the captain and crew, who did not know the place, and who acted under the direction of the company's warehouse manager, who had had authority to bind the defendants or not, was there on the wharf to receive the vessel, and told it to come on. The accident, therefore, was due to the defendants' negligence, and they must be held liable.

SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon. There were present: Hon. S. Brown, President; Major-General Gordon, Vice-President; Hon. N. G. Mitchell-Innes, Acting Registrar General; Hon. Wong Shing, Mr. J. Francis, Q.C., Mr. N. J. Ede, Dr. Ho Kai, Mr. J. C. Humphreys, and Mr. Hugh McCallum, Secretary.

BY-LAWS.

Draft by laws under sub-sections 13 and 14 of section 13 of Ordinance 24 of 1887 were laid on the table.

The Secretary said these had been circulated to the members. There was a minute by Mr. Ede which said: "I think the best way would be for a sub-committee to go into the full details and report to the Board"; a minute by Mr. Francis stated that he agreed with Mr. Ede.

On the motion of Mr. Ede, seconded by Mr. Humphreys, the Vice President, the Acting Registrar General and Mr. Francis were appointed a sub-committee to report on these by-laws.

THE DRAINAGE OF THE HILL DISTRICTS.

The President said the next order of the day was the correspondence on the drainage of the Hill Districts, but before it was read he thought it would be well to mention that the matter was referred to the Board as far back as May last, he thought, the Secretary would correct him if he was wrong.

The Secretary—The letter from the Colonial Secretary is dated 30th April.

The President, continuing, said that for some reason he could not explain, the papers had not been brought before the Board as a Board until now. Meanwhile the question had assumed so many new phases that it was rather a loss of time to go back to the original memorial sent in. He was under the impression that one of two petitions on the subject had been sent in since, and it was well known from a letter from the Governor which he believed had been published in the press, that His Excellency had signified his desire to meet a deputation on the subject. He did not know therefore, whether there would be any use in reading this correspondence, or whether they had not better wait until His Excellency had seen the deputation. It was a matter, however, which rested entirely with the members of the Board, and it was for them to decide whether the matter should be brought forward now or not.

Mr. Francis was most decidedly of opinion that it should be brought forward now. As to the reason why they had not been discussed before, he believed he was personally very largely to blame, only he could not take all the blame upon himself. "As the matter was of great importance he thought that it ought to be brought forward now, and it should be made abundantly clear to the public that in regard to the matter of the Hill Districts drainage, the Board was absolutely powerless whether this correspondence was put before the Board or not."

The President said that as regards the delay he was in a position to give any explanation but this Secretary might be able to do so. The reason, he believed, was that some of the members kept the papers in their possession, so long that the Secretary had not an opportunity to bring them before the Board.

Mr. Francis said he believed he was the guilty individual as he had the papers in his possession for more than two months, and he had several reminders from the Secretary during the time the papers were with him; but if at any time it had been intimated to him that they were wanted for the purpose of putting them before the Board, or in fact that anything was to be done with them, he would have returned them instantly. As he said, he had them for two months if not more, and gave them back about a month ago, and before the delay it caused to the Board, the Secretary returned them to him again.

The President was of opinion that any communication from the Governor should be put before the Board without delay, and it seemed to him that the better course in these cases would be that the communications should be laid before the Board before being circulated, and afterwards circulated if necessary, although he did not see a serious objection to circulating papers at all owing to the delay it caused to the Board. They could instead be left at the Secretary's office, where members might see them at any time.

Mr. Ede thought it would make it very difficult for members to do anything if the papers were to be kept in the Secretary's Office, as they could not always go there to study them.

The President said that at all events they were agreed as to the importance of this communication and by some means or other this important communication had to be laid before the Board within a half.

Mr. Ede thought the papers were once submitted to the Board during his absence, and certain information got.

The Secretary in reply to a question said they had never been before the Board, and that he had three or four documents and had had all been circulated.

Mr. Francis said Mr. McCallum undertook to collect some information on the matter dealt with in the papers, and it was suggested that this should be done before the Board were laid before the Board. Although there were late in his (Mr. Francis's) hands there was no earthly reason why they should not be put in the orders of the day. It was responsible for keeping them too long and he took discredit for it. He was not sure why they should not have been laid before the Board, nor why the President or the Secretary should not put them in the orders of the day.

The President—It is no part of the Secretary's duty to do that.

Mr. Francis—The Secretary takes upon himself a great many things not his duty. The President—Mr. Francis, I must call you to order for that remark.

Mr. Francis—I shall justify it by-and-by, Sir.

The Secretary then read the following correspondence:

To the Hon. E. Stewart, Colonial Secretary.

Hongkong, 6th March, 1899.

Sir,—On behalf of a number of residents at the Peak, who have asked me to move in the matter, and some of whose names I append hereto, I beg leave to submit for the consideration of His Excellency the Governor the "unsatisfactory state of the new drains which have been laid from the vicinity of Mr. A. P. MacEwen's property and via Plumkett's Gap towards the foot of Mount Kailash, with ramifications between these points; and of the drains in the neighbourhood of King Kofee's Umbrella. A most offensive small stream from the perforated manhole drains which are placed at intervals along the line of drainage, and these small streams are very strong and nauseating, proving the existence of foul matter in the drain pipes."

I have personally visited most of these drains on several occasions and can testify to the justness of the complaints made with regard to them. I may here say that on a few occasions some of the apertures were from small.

Mr. Prio was kind enough several times to direct attention to this matter and to reply judiciously to representations which I have made to him, and his theory, and that of Mr. Cooper who was referred to, is, I understand, that a sufficient number of manholes have not as yet been connected with the drains to ensure a continuous flow of the impurities through them, and that as soon as a larger number of private drains are connected with the system the flow will become continuous and the small complaints will cease to exist.

This theory may be correct, but in the meantime the fact remains that these overpowering smells exist and that the atmosphere is being poisoned thereby. Many of the residents are fearful of serious results to themselves and their families during the summer months, and I must say that I share their apprehensions. I have the permission of Doctor Manson, who has taken special notice of the matter, to say that in his opinion the effluvia from the drains is of an unhealthy character. If an unproven theory may be permitted to express an opinion, I should say that the system which has been adopted, of short lengths of drain with numerous venting and manhole doors for the facility of removing any obstructions that may occur, is theoretically good, but it requires to be supplemented by some means of flushing the drain periodically along its entire length.

I venture to suggest that this could be easily done during the summer months by the very simple and inexpensive method of accumulating rain water in cemented basins of small size, or two or three connected basins along the line of drainage and flushing the drains with it whenever required.

For the winter, the present scarcity of water in the hill districts during the dry season would make flushing more difficult, but the new arrangement for the water supply might perhaps be made to include some provision for cleaning the drains from time to time—I have the honour to be, Sir, your obedient servant.

N. J. Ede, Names.—Messrs B. Leyland, Alexander Wright, J. Bell Irving, W. G. Brodie, J. D. Hutchinson, E. Macintosh, H. L. Dalrymple, W. Judd, and others.

Minute by Dr. Cantile—I have to propose an urgent request being sent to His Excellency the Governor concerning the Peak drainage. I think the way to settle the question is to consider the system of drainage advisable for the district.

Minute by Mr. Francis—His Excellency seems to forget that nearly all the houses at the Peak have been built under agreements with the Government which require the owners to drain into cesspits. He also commenced before the coming into operation of the Health Act are outside the jurisdiction of the Board. The Board has no power to call on the Peak residents to lay down fresh systems of drains and connect with the Government drains. If it is to be done it must be done by the Government, at its expense.

Minute by Mr. Cooper—How does section 62 of Ordinance 24 of 1887 affect this question?

Submitted to the President of the Sanitary Board—It would save time if these papers were circulated to members. I have asked to be supplied with full information as to the system of main drainage now being carried out in the Hill Districts. Full particulars as to the state of house drains will be supplied as soon as it can be properly ascertained.—H. McC.

To the Hon. E. Stewart, Colonial Secretary.

Sanitary Board Room, Hongkong, 1st May, 1899.

Sir,—Referring to your letter No. 656 of 30th ult. on the subject of main and house drains in the Hill Districts, it would enable me to lay the whole matter clearly before the Board if I was furnished with full information as to the system of main drainage now being carried out there and how far the work has progressed. The question of house drainage in these districts will be carefully gone into and full particulars will be laid before the Board if possible at the next meeting.

I have the honour to be, Sir, your obedient servant.

HUGH MCCALLUM, Secretary, Sanitary Board.

To Hugh McCallum, Esq., Secretary, Sanitary Board.

Sir,—In reply to your letter, No. 163, of 1st instant, I am directed by His Excellency the Governor to acquaint you for the information of the Sanitary Board that the plans of main drainage at the Peak are open for the inspection of the Board at any time in the Public Works Department, and that any further information on the subject may be obtained on application to the Acting Surveyor General.

I have the honour to be, Sir, your obedient servant.

FREDERICK STEWART, Colonial Secretary.

Submitted to the President of the Sanitary Board—This is a matter of importance and a clear understanding should be arrived at. What I had in view when I wrote for full information as to the system of main drainage now being carried out in the Hill Districts was something more than a sight of plans existing in the Surveyor General's Office. Full information appears to me to include a clear and detailed report such as is usually given by engineers proposing or explaining a drainage scheme; and I must say I don't quite understand how the Board can satisfactorily carry out this duty imposed on it by law unless this is done. If it is His Excellency's decision that this information is not to be given to the Board, then it is the duty of the Board to make some practical difficulty and probably a lawsuit, arises. It seems to me, however, that it would be well to lay the point raised before him clearly and distinctly and ask that the matter receive re-consideration.

Minute by the President (Dr. Francis)—Circulate. We want to know distinctly what is the scheme of drainage at the Peak. This information can't be got from plans only.

Minute by Mr. Francis—Let this correspondence with that on which it arises be laid before the Board at the next meeting. Nothing can well be done till then.

Minute by Mr. Cooper (who was then Acting Surveyor General)—The Hon. C. S., in his letter of 1st inst., states that plans of main drainage are open to inspection of the Board at any time in the P. W. D., and that any further information on the subject may be obtained on application to the Acting Surveyor General. I fail to see what more is wanted at present, and more especially as no application has been made to me either to see plans or for any information.

Mr. Francis—Insolent in an officer of the Board!

The President—As President of this Board I cannot allow remarks of this sort to pass. We ought to treat our officers with some consideration and not abuse them, especially when they have not an opportunity of defending themselves.

Mr. Francis—I consider that I had a perfect right to make the remark, and I think it was a most insolent remark made by a gentleman who was an officer of this Board at the time he made it.

The President—The remark reflects on Mr. Cooper personally. He was acting at that time and was entitled to write what he wrote.

Mr. Francis—And I am entitled to express my opinion that it was a most insolent remark.

The President—I think we ought at least to treat our officials with moderation.

Mr. Francis—All this talk about moderation and the extremely gentle manner in which people have to be treated leads to three-fourths of the trouble in the Colony, and if people would say plainly what they think it would be far better for us. There would be less of this nonsense if people would all speak as I do; we should have a great deal less trouble from officers in this colony.

The President—I think as you have made this remark, it is my duty not only in my own name but as representing gentlemen who sit at this Board, to express the opinion, which I have no doubt is the opinion of every gentleman on the Board, that it is very desirable not only that we should treat others with consideration but that we should have every consideration for officers whether of the Government or the Sanitary Board.

form of leases which have been issued to purchasers of rural building lots in these districts. I attach a copy of the clause as to drainage (house) in the Building Ordinance under which practically the whole of the residences in the Hill Districts have been built. I attach a copy of the Public Health Ordinance and have underlined those sections applying to the question under consideration, as also the drainage by-laws made thereunder. I think the schedule in which the drainage outfall, at the road, on these districts is at present carried out. These papers will, I think, convey to members a fairly clear idea of the facts from which I have formed my opinion on the question under consideration, but if it is the wish of the Board I am prepared to do so. It would probably save time and discussion if these papers were circulated to members.

HUGH MCCALLUM, Secretary, Sanitary Board.

A long discussion took place.

Mr. Francis pointed out that the new system of drainage at the Peak had been constructed without the sanction of the Legislative Council, and without any information being given to the Sanitary Board, that to the request of the Board for information there came an impatient reply, and that the Board had no power by the Ordinance to compel any Peak resident to connect his drain, the residents having by agreement to connect with a cesspit.

Dr. Ho Kai said that the Government wanted them to do as to compel Peak residents to connect with the new drainage system, but that the residents at the Peak complained that the Board had no power to do what the Government asked them to do.

After a great deal of further talk it was resolved, as the Government proposed to deal with the matter this afternoon, that the Board should be asked to make a statement as to what houses were not connected at the Peak.

COMPLAINTS FROM ARCHITECTS.

A correspondence between Messrs Bird and Palmer and the Sanitary Surveyor was referred to, and it appeared that the Surveyor had refused to sanction certain proposed plans set by the firm in question, not on sanitary grounds, but because as Assistant Surveyor General he knew that the plans would not be sanctioned by that department.

Mr. Francis contended that Mr. Cooper as an officer of the Board had no right to refuse to sanction plans except on sanitary grounds, leaving the responsibility to the Surveyor General's department to refuse them.

The amended plans in question provided for a seven foot fall, whereas the plans sanctioned by Mr. Cooper only provided for a 3.82 feet fall in 500 feet, which Messrs Bird and Palmer thought insufficient and liable to cause the drains to choke.

Resolution was carried instructing Mr. Cooper to sanction the plans unless there were sanitary objections to them.

Another correspondence between Messrs Danby and Leigh, about further objections on the part of Mr. Cooper, was laid on the table, and Mr. Cooper was asked to support their objections.

Mr. Francis contended that Mr. Cooper as an officer of the Board had no right to refuse to sanction plans except on sanitary grounds, leaving the responsibility to the Surveyor General's department to refuse them.

THE CHINA MAIL.

To the Editor of the "CHINA MAIL."

Hongkong, Aug. 14, 1899.

Sir,—Yesterday morning the Chamber of Commerce sent out an Express, informing the public that through the courtesy of the Hon. Murray Ramsey, R.N., they had been informed that a "Typhoon" was in the China Sea moving Westward. This information is on a par with the Colonial Secretary's answer to Hon. P. Ryrie's question, if it was lawful to search passengers on board the Canton steamer.

Think Dr. Stewart's answer something to this effect—"If it is lawful it is lawful, and if it is not lawful, and you have your remedy in action at law."

The Chamber of Commerce has been asking for more information from the Government with regard to the movement of Typhoons. And now the Colonial Government has sent them information with a vengeance. "Only I have learned that there was a Typhoon in the China Sea, and as to their information that it was moving Westward, no Typhoon ever blows from East to West."

The information required here to be of any use to the Commercial Community, is a Telegram from Cape Belau, and the direction of the wind at the time. With that information we could with a certainty tell if the Typhoon would affect us at Hongkong.—Yours etc.

OLD SAILOR.

"Old Sailor" has here put in words which has been in everyone's mouth. Omnipotent Murray Ramsey, however, was only the channel through which Dr. Dobber's information reached the Secretary to the Chamber of Commerce. The bluntness of the telegram belongs to the Director of the Observatory. Some telegrams are thought dear, but Dr. Dobber's is the dearest we have yet met with.—E.S. C.M.

TIENTSIN.

August 28, 1899.

Mr. Rockhill, who started on his last winter, has been heard of from Chungking in Szechuan, on his way back.

condition of the river is anxiously looked for, very few persons in the settlement being entirely free from inconvenience on account thereof. The shipping agencies are, of course, the greatest sufferers; but the Taku Tug and Lighter Co. are most anxious in their undertakings to keep up an uninterrupted communication between the Har and the Upper Nine Ports and Tientsin.—Chinese Times.

THE DESTINY OF CHINA.

It may be doubted whether there is sufficient energy and steadiness of purpose in the Chinese ruling classes to organize the Government of the empire on a basis of complete centralization, which is the only condition on which its integrity can be permanently maintained. The man who can command an army may be unequal to the control of a bureaucracy, and an indifferent General of Division and an angustly incapable Commander-in-chief. In like manner the vast and varied territory of China with its great population may be too much for the available growing power, that the empire has to rely on the public on the seaboard may be said to hang together by the combined forces of a *vis et gravitationis*, and without much active and intelligent control, might be a good reason for its continuing to do so, were the circumstances to remain in the future as they have been in the past. But such is by no means the case. The passive political existence, or at least the life at low pressure which China has been able to long to maintain among states far inferior to herself belongs to a period of stagnation. The advance of civilization has brought the empire into contact with powers superior to herself, and as realistic as the sea. They neither will nor can leave China to go on her own way, taking no account of them. China has to live with a member of the happy family of nations whether she wills it or not; her policy is no longer in her own choice, but must be prescribed for her by inexorable circumstances. China is forcibly being put in competition with the other nations. As they are also being put in the advance she must also; and as they tip the scales, there is no evading the unwelcome necessity, and although a soft and flabby resistance may for a time serve to postpone the crisis, the end is not the less certain. With railways to criss-cross the land, and the great railways in her rear, China can only save herself by falling in with the spirit of the age. She must either march in the ranks or fall out and be trampled on. She must either do what Japan has done, and take her natural place in the world, or she must be the victim of being broken up. And that is the interesting question, whether there be nerve and public virtue enough in the rulers to stimulate and strengthen them to play the *novi viri* marked out for them by the march of events, and whether there is a quality to administer the most populous territory in the world in such a manner as to make China the peer of the Western powers. If there be such ability among the official classes in China it has been hitherto most successfully concealed, for little of it has been apparent in any of their public acts.

What, then, is the obvious deduction from these premises? That China is destined to undergo a process of dismemberment and compression, not sudden or violent, but inevitable. There is nothing but the very uncertainty of the process of disintegration going on under our eyes, and from natural causes. There is no need to assume any political convulsion, perhaps not even a war. The sheer ignorance, conceit, and stupidity of Chinese rulers, the incapacity of Chinese officials to do anything but to follow the lead of the Duke of Fung, and the incapacity of the Chinese people to do anything but to follow the lead of the Duke of Fung, are all too obvious to need to be pointed out.

THE ENGLISH ROYAL MARSHES.

London, 28th July.—The appointment of the Earl of Fife to a Dukedom has been gazetted. He will henceforth take the title of Duke of Fife and Kinross.

The Duke of Fife and Kinross was solemnized yesterday at Buckingham Palace Chapel. The ceremony passed off most brilliantly. Enormous crowds thronged the couple as they drove down the Duke's house at Richmond, where they spend their honeymoon.

GRAIN CROPS.

Advices respecting grain crops state that in Austria they are mostly a complete failure, and that in Roumania they are poor, whilst from Canada reports are good.

Paris, 28th July.—The chief Mukuloni with his reinforcements has effected a junction with the forces under Wad-el-Nijum.

Paris, 27th July.—The Borderers have been ordered to go to Assau.

Paris, 28th July.—Colonel Wadoulah with his column is following up Wad-el-Nijum along the Nile.

THE FRENCH COUNTRY COUNCIL ELECTIONS.

Paris, 28th July.—General Boulanger has been elected for the second time to the Chamber of Deputies.

The editor of a Boulangist paper, *Le Progrès*, has been arrested and the offices of the paper searched.

Paris, 28th July.—The High Court of Justice has pronounced that Jules Boulanger, Dillon and Rochefort appear before the authorities in Paris within ten days will be declared rebels and their property will be confiscated.

Midnight.—Up to the present result of the elections for Councils General shows that Boulanger has been elected in 4 and defeated in 40 cantons.

The result of voting in 1,200 cantons has yet to be received.

Wholesale searches are being made for copies of the Boulangist organ *Le Courrier*.

Large crowds are parading the streets to-night and considerable excitement prevails.

Paris, 28th July, Morning.—According to the latest information Boulanger has stood for about 400 cantons in the elections for Councils-General held yesterday. The result shows that the General has been elected in 10 cantons and defeated in 47; returns of 1,000 cantons are still to be received.

A raid has been made by the police on Paris newspapers for having published secret evidence in the Boulanger case, which was stolen from the Government prompters.

Paris, July 26th.—Out of twelve hundred cantons, General Boulanger was elected only in twelve.

In Korea, too, the policy of China has been and continues to be simply fateful, and has loosened that large fragment from its attachment to the peninsula.

Without, therefore, attributing any ulterior designs either to Russia on the North, India on the West, or France on the South, it is evident that the chapter of accidents alone will always cause Chinese territory to crumble away at the fringes, and the strong powers, like the ocean, to advance and occupy the space, every step forward rendering the succeeding one not only easy, but perhaps inevitable. But instead of making time provision against these dangers ahead, Chinese statesmen evince scarcely the consciousness of their existence, and their highest delight appears to be to put small indignities upon the long-suffering body of foreign Ministers at Peking, which they consider is scoring a remarkable diplomatic success. They need the inopportune fiddling of the Roman Emperor. *Quem Deus vult perdere prius dementat.*—Chinese Times.

NEWS BY THE FRENCH MAIL.

The M. M. steamer *Ironclad* arrived to-day with the French Mail of 13th July. We take the following telegrams from our exchanges:—

THE EASTERN MAIL.

London, July 26.—In the House of Commons this morning, Mr. R. S. Sutherland, in reply to a question, said that France and Italy had consented to a further reduction from 1st January in the rates charged for the transit of the Eastern mails across those countries, and that the issue between London and Brindisi was being accelerated.

Government, he said, had under consideration the question as to whether the day of departure of the Australian mails from Adelaide should be altered to Wednesday, a change which would involve the departure of the mails from Bombay being altered to Sunday instead of as at present. Government were however consulting the India Office, and the principal merchants connected with Eastern trade with a view to obtaining an expression of opinion on the subject.

Sir John Gresham replying to a question said that no progress had been made in connection with the proposed new Government dock at Bombay for ships of Her Majesty's Navy beyond the selection of a site. Lord Cromer, he said, had offered to contribute a moiety of the cost, but the Admiralty had not yet accepted the offer. In the meantime the Bombay Port Trust had offered to construct a dock which the India Government considered would be sufficient for all Indian purposes.

THE DUTY OF INDIAN SILVER PLATE.

London, 27th July.—In the House of Lords last night, Lord Northbrook, in moving for the production of the correspondence that had taken place relative to English import duties on silver plate of Indian manufacture, divided the House, the majority being in favour of the duty.

Lord Northbrook said that he was very sorry to hear that the duty was in every way hurtful, and said that he would have Mr. Gresham no peace until he had repealed it and modified the law relative to compulsory hall marking, and to the duty on the import into England of Indian silver plate.

THE ENGLISH ROYAL MARSHES.

London, 28th July.—The appointment of the Earl of Fife to a Dukedom has been gazetted. He will henceforth take the title of Duke of Fife and Kinross.

The Duke of Fife and Kinross was solemnized yesterday at Buckingham Palace Chapel. The ceremony passed off most brilliantly. Enormous crowds thronged the couple as they drove down the Duke's house at Richmond, where they spend their honeymoon.

GRAIN CROPS.

Advices respecting grain crops state that in Austria they are mostly a complete failure, and that in Roumania they are poor, whilst from Canada reports are good.

Paris, 28th July.—The chief Mukuloni with his reinforcements has effected a junction with the forces under Wad-el-Nijum.

Paris, 27th July.—The Borderers have been ordered to go to Assau.

Paris, 28th July.—Colonel Wadoulah with his column is following up Wad-el-Nijum along the Nile.

THE FRENCH COUNTRY COUNCIL ELECTIONS.

Paris, 28th July.—General Boulanger has been elected for the second time to the Chamber of Deputies.

The editor of a Boulangist paper, *Le Progrès*, has been arrested and the offices of the paper searched.

Paris, 28th July.—The High Court of Justice has pronounced that Jules Boulanger, Dillon and Rochefort appear before the authorities in Paris within ten days will be declared rebels and their property will be confiscated.

Midnight.—Up to the present result of the elections for Councils General shows that Boulanger has been elected in 4 and defeated in 40 cantons.

The result of voting in 1,200 cantons has yet to be received.

Wholesale searches are being made for copies of the Boulangist organ *Le Courrier*.

Large crowds are parading the streets to-night and considerable excitement prevails.

abroad. The services of the foreign secretaries in these establishments have, been dispensed with, and

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship **PORT FAIRY**, 2,539 Tons Register, CLARE, Commander, will be despatched for VANCOUVER, B.C., NAGASAKI (through the Inland Sea), KOBE and YOKOHAMA, on THURSDAY, the 16th August, at Noon.
To be followed by the S.S. **ABYSSINIA**, on 29th August, and S.S. **SAPAVIA**, on the 12th September.
Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Ports, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
First-class fares granted as follows:—
To Vancouver, Victoria, (Max.) \$210.00
To all common ports in Can. 275.00
To London 320.00
To Liverpool 320.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. B. BROWN, District Freight Agent, Vancouver, B.C.
Freight will be received on board until 4 p.m. on the 14th August.
All Parcels must be sent to our Office and should be marked to address in full, and the same will be received as usual until 5 p.m. the day previous to sailing.
For information as to Passages or Freight, apply to **ADAMSON, BELL & Co., Agents.**
Hongkong, August 1, 1889. 1502

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship **GAELIC** will be despatched for San Francisco, via Yokohama, on MONDAY, the 26th August, at 1 p.m.
Connection being made at Yokohama, with Steamers from Shanghai and Japan Ports.
All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.
First-class fares granted as follows:—
To San Francisco \$225.00
To San Francisco and return, 393.75
To Liverpool 325.00
To London 330.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.
For further information as to Passages or Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.
O. D. HARMAN, Agent.
Hongkong, August 7, 1889. 1518

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 28th day of August, 1889, at 4 p.m., the Company's S.S. **PREUSSEN**, Captain O. POHL, with MALES, PASSENGERS, SPOILS, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till 10 a.m., Cargoes will be received on board until 1 p.m., Specie and Parcels until 10 a.m. on the 28th August, 1889. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

For further Particulars, apply to **MELOERS & Co., Agents.**
Hongkong, August 5, 1889. 1520

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO, LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 15th August, 1889, at Noon, the Company's S.S. **YANGTSE**, Commandant **FLAUDIN**, with MALES, PASSENGERS, SPOILS, and CARGO, will leave this Port for the above ports.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 14th August, 1889. (Parcels are not to be sent on board; they must be left at the Agency's Office).
Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, August 2, 1889. 1511

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on THURSDAY, the 16th August, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class fares granted as follows:—
To San Francisco \$225.00
To San Francisco and return, 393.75
To Liverpool 325.00
To London 330.00
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Parcels will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day, all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passages or Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

O. D. HARMAN, Agent.
Hongkong, August 13, 1889. 1579

Insurance.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents.
Hongkong, July 15, 1887. 1340

Intimations.

NO. 73, WYNDHAM STREET.

BOARD AND RESIDENCE FOR SINGLE GENTLEMEN.

MODERATE TERMS.
Mrs. K. J. JELLER, Proprietress.
Hongkong, July 15, 1889. 1375

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, Ltd.

TIME TABLE.

WEEK DAYS.

8 to 10 a.m. every quarter of an hour.
12 to 2 p.m. " half hour.
4 to 8 " " quarter of an hour.

THURSDAYS.

NIGHT TRAMS at 10.30 and 11 p.m.

SUNDAYS.

10.40 a.m.; 12 to 1.30 p.m. every quarter of an hour.
4 to 8 p.m. every quarter of an hour.
9, 10, 10.30 and 11 p.m.
Special CARS may be obtained on application to the SUPERINTENDENT.

Single Tickets are sold in the Cars; Five-Cent Coupons and Return Tickets at the Office.

MACLEWEN, FRICKEL & Co., General Managers.
Hongkong, May 1, 1889. 821

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would materially aid the BENEFIT of the COLLEGE by forwarding to the ALICE MEMORIAL HOSPITAL:

(1) Glass Jars (for museum purposes).
(2) Illustrated Papers and Books for the Student's Reading Room and Library.
Address to **JAMES CANTLIE, Hon. Sec. to the College.**
Hongkong, August 7, 1889. 1311

Intimations.

THE EAST BORNEO PLANTING COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the CALL of \$15 (FIFTEEN DOLLARS) a SHARE, due prior to the 28th February last, is now being made, and SHAREHOLDERS are requested to pay to the HONGKONG & SHANGHAI BANKING COMPANY, on or before the 10th day of August next, the amount due from them.

GIBB, LIVINGSTON & Co., General Agents.
Hongkong, July 15, 1889. 1377

THE SONGET KOYAH PLANTING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IN accordance with the Articles of Association and Prospectus of the above Company, SHAREHOLDERS are hereby notified that a CALL of \$15 (FIFTEEN DOLLARS) a SHARE, is payable to the HONGKONG & SHANGHAI BANKING CORPORATION on or before the 15th day of August next.

GIBB, LIVINGSTON & Co., General Managers.
Hongkong, July 15, 1889. 1378

CHAS. J. GAUPP & Co.

Optician, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOGTANDER'S CELEBRATED BINOCULARS AND TELESCOPES. REYNOLDS'S LIQUID AND OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS. NAUTICAL BOOKS.

English Silver & Electro-Plated Ware, Christmas & Co's Patent Plated Ware. GOLD & SILVER JEWELLERY in great variety.

DIAMONDS.

DIAMOND JEWELLERY. A Splendid Collection of the Latest LONDON PATENT, at very moderate prices. 149

DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist.

(FORMERLY ATTENDED APPOINTMENT AND LATELY ASSISTANT TO DR. ROBERTS.)

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROBERTS.

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families. Sole Address.

2, DUDDELL STREET, (Next to the New Oriental Bank.)
Hongkong, January 12, 1885. 66

SHARE LIST—QUOTATIONS. August 14, 1889.

| Stocks | No. of Shares | Value | Pay- up | Closing Quotations, Cash. |
|--|---------------|---------|---------|---------------------------|
| Hongkong and Shanghai Bank Corp. | 60,000 | \$125 | all | 180 1/2 prem., sellers |
| MARINE INSURANCE CO. | | | | |
| Janion Insurance Office Co., Ltd. | 10,000 | \$250 | 50 | \$140, sellers |
| China Traders' Insurance Co., Ltd. | 24,000 | \$600 | 25 | \$380, buyers |
| Chinese Insurance Co., Limited | 1,500 | \$1,000 | 200 | \$150, nominal |
| North-China Insurance Co., Ltd. | 5,000 | \$200 | 50 | \$110, 325 |
| Straits Insurance Co., Ltd. | 30,000 | \$100 | 20 | \$23 |
| Union Insurance Society Co., Ltd. | 10,000 | \$250 | 25 | \$105, sellers |
| Yantai Insurance Association, Ltd. | 8,000 | \$20 | all | \$100, sellers |
| WIRE INSURANCE CO. | | | | |
| China Fire Insurance Co., Ltd. | 20,000 | \$100 | 20 | \$35, sellers |
| Hongkong Fire Insurance Co., Ltd. | 8,000 | \$250 | 50 | \$335, buyers |
| Straits Fire Insurance Co., Ltd. | 20,000 | \$100 | 20 | \$219 |
| WIRE AND MARINE INSURANCE CO. | | | | |
| Singapore Insurance Company, Ltd. | 40,000 | \$100 | 20 | \$115, nom. |
| DOCKS. | | | | |
| H.K. & Whampoa Dock Co., Ltd. | 12,500 | \$125 | all | 83 1/2 prem., sellers |
| China and Manila S.S. Co., Ltd. | 3,500 | \$50 | all | \$140, nom. |
| Douglas Steamship Co., Limited | 20,000 | \$50 | all | \$482 |
| S.S. Co. and M. Steamboat Co., Ltd. | 80,000 | \$20 | all | \$43 |
| Indo-China S.S. Company, Limited | 60,000 | \$10 | all | 10 1/2, dis. |
| Steam Launch Company, Limited | 2,000 | \$50 | 30 | nominal |
| FRUITERS. | | | | |
| Chia-pi Sugar Company, Limited | 15,000 | \$100 | all | \$273 |
| Luzon Sugar Company, Limited | 7,000 | \$100 | all | \$112 |
| WHARVES. | | | | |
| H.K. & Kwai Wharf & Godown Co. | 17,000 | \$100 | all | \$183 |
| LAND AND BUILDING. | | | | |
| Hongkong Land Investment and Agency Company, Limited | 50,000 | \$100 | 50 | \$152, buyers |
| Kowloon Land and Building Company, Limited | 6,000 | \$50 | 30 | \$25 |
| Peak Building Company, Limited | 11,000 | \$50 | 7 | \$10 |
| Richmond Terrace Building Co., Limited | 12,500 | \$125 | 20 | \$100 |
| Shanghai Land Company, Limited | 12,500 | \$125 | 20 | \$100 |
| West Point Building Co., Limited | 12,500 | \$125 | 20 | \$100 |
| H.K. High-Level Tramways Co., Ltd. | 1,200 | \$10 | 10 | \$50 250 1/2 prem. |
| Jelabu Mining & Trading Co., Ltd. | 4,500 | \$5 | — | \$7, sellers |
| Panjin & Sunghe Dun Samatan Mining Co., Limited | 50,000 | \$1 | all | \$25, cash. |
| Selama Tin Mining Company, Limited | 11,000 | \$5 | 5 | \$23 |
| Societe Francaise des Charbonnages du Tonkin | 8,000 | \$800 | 500 | \$500 500 |
| PLANTING, ETC. | | | | |
| China-Borneo Company, Limited | 7,500 | \$100 | 50 | \$52 |
| Darvel Bay Trading Company, Ltd. | 4,000 | \$50 | 25 | \$10 |
| East Borneo Planting Co., Limited | 4,000 | \$50 | 25 | \$10 |
| Latuk Planting Company, Limited | 5,000 | \$50 | 25 | \$10 |
| Songei Koyah Planting Co., Ltd. | 5,000 | \$50 | 25 | \$10 |
| HOTELS, ETC. | | | | |
| Austin Arms Hotel and Building Company, Limited | 4,000 | \$50 | 50 | 25 1/2 dis. |
| Hongkong Hotel Company, Ltd. | 3,000 | \$100 | all | \$240 |
| Peak Hotel & Trading Co., Limited | 4,000 | \$50 | 50 | 15 1/2 |
| DISTILLERIES. | | | | |
| A. S. Watson & Co., Limited | 50,000 | \$1 | all | \$22, sellers |
| Crownland & Co., Limited | 1,500 | \$50 | all | per, buyers |
| COGNITING. | | | | |
| H.K. & China Co., Limited | 5,100 | \$10 | 10 | \$7 1/2 |
| New Shares | 1,000 | \$10 | 10 | \$7 1/2 |
| Hongkong Electric Co., Limited | 30,000 | \$10 | 10 | \$7 |
| BRICK AND CEMENT. | | | | |
| Green Island Cement Co., Ltd. | 20,000 | \$50 | 50 | \$170 |
| Hongkong Brick & Cement Co., Ltd. | 4,000 | \$25 | 17 | \$18 |
| CEMENT WORKS. | | | | |
| A. G. Gordon & Co., Limited | 6,000 | \$25 | 20 | \$20 |
| Campbell, Moore & Co., Limited | 1,200 | \$10 | all | \$11 |
| Geo. Fenwick & Co., Limited | 6,000 | \$25 | 20 | \$20 |
| Chungking Bakery Company, Ltd. | 800 | \$50 | 50 | \$80, nominal |
| Hongkong Dairy Farm Co., Limited | 3,000 | \$10 | all | \$18 |
| Hongkong Ice Company, Limited | 5,000 | \$25 | all | \$120 |
| St. George's Manufacturing Co., Ltd. | 4,000 | \$50 | all | nominal |
| Marinburg Furniture Co., Ltd. | 3,000 | \$25 | 20 | \$17 |

| LOANS. | Amount. | Value. | Interest. | Quotations. |
|--|-------------|---------|----------------|----------------------|
| Chinese Loan 1884 | \$1,384,700 | 14,4500 | 3 1/2 p. annum | 3 1/2 prem., nominal |
| " " 1884 | \$1,594,700 | 14,4500 | 3 1/2 p. annum | 3 1/2 prem., nominal |
| " " 1889 | \$1,707,900 | 14,4500 | 3 1/2 p. annum | 3 1/2 prem., nominal |
| DEBENTURES. | | | | |
| Hongkong Hotel Mortgage Debentures, 1889 | \$400,000 | \$500 | 5 p. annum | \$501 |

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the event of Complaints being found necessary, Communication with the Under-Signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.
Hongkong, August 25, 1885. 1458

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL, \$5,000,000
PAID-UP CAPITAL, 2,500,000
RESERVE FUND, 1,500,000

Board of Directors:

Hon. J. J. KESWICK, CHAIRMAN.
Hon. C. P. OATLEY, Managing Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.

Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.

Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.

Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.

Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.

Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.

Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.

Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.

Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.

Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.

Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.

Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.

Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.

Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.

Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon. A. B. OLIPHANT, Director.
Hon